Yes, Sir. About 20% of the quarters of Sectors 5,6 and 7 in R.K. Puram situated at the tail-end of the distribution system and higher elevation are facing shortage of water supply. From time-to time the CPWD has been requesting MCD to augment water supply in these area.

(c) Yes, Sir.

(d) MCD has conducted a survery and about 65 notices have been issued to remove on line boosters. To ensure adequate water supply, MCD proposes to instal additional tubewells.

Fraudulant ticket racket

359. SHRI SATISH PRADHAN: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that there are number of incidents of fraudulant ticket issuance on Suburban services of Central/Western Railway in Mumbai; if so, the number of such incidents detected during the last three years;

(b) what is the number of Railway employees apprehended for their involvement in fraudulant ticket racket and what punitive action has been taken against them; and

(c) whether it is a fact that issued tickets are resold after collecting them at destination; if so, what action Railways contemplate to curb this activity?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SURESH KALMADI): (a) During the last three years, 49 cases of issue of fraudaulant tickets have been detected.

(b) Fifty one Railway employees have been apprehended and departmental action taken against them.

(c) Thirty four cases of reselling of tickets have been detected during the last three years. Regular and surprise checks are conducted by the Commercial and Vigilance Departments to curb this practice.

Condition of Old Delhi Railway Station

360. SHRI KRISHAN LAL SHARMA: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that Old Delhi Railway Station which was awarded the DDA urban heritage award in 1993 is in shambles;

(b) if so, the reasons thereof; and

(c) the steps being contemplated to conserve the old structure and make the environment beautiful?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SURESH KALMADI): (a) No, Sir.

(b) Does not arise.

(c) The station building is being maintained properly and is in a very good condition. Routine repairs/maintenance are carried out whenever so warranted.

Revival plan for MAMC Durgapur

361. SHRI DIPANKAR MUKHERJEE: Will the Minister of INDUSTRY be pleased to refer to the answer to Starred Question 271 given in the Rajya Sabha on 14th December, 1995 and state:

(a) whether the operating Agency IFCI had submitted a techno-economical revival plan for MAMC, Durgapur;

(b) whether IFCI in its viability study reported that it would be expensive and unremunerative investment to replicate or recreate the cumulative intruisic advantage currently obtaining in MAMC; and

(c) whether in the BIFR hearing held on 22nd August, 1994 the Bench had observed that considerable time had been given to the promoter Ministry to indicate its willingness to induct necessary funds to revive MAMC and if so, the reason for refusal to induct funds?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DR. C. SILVERA): (a) Yes, Sir.

(b) Yes, Sir. However the Operating Agency has also observed that compamy is very heavily over staffed, have excessive fixed costs and is operating at low efficiencies and low volumes, etc.

(c) The financial restructuring involving substantial sacrifices on the part of Government on two occasions in the past did not bring corresponding results. The Govt. did not find the revival package, which envisaged infusion of huge funds and large write offs, etc., convincing. Other agencies like Banks were also not willing to make sacrifices envisaged in the OA's Report.

राज्यों को सीधी रेल सेवाएं

362. **श्री राजनाथ सिंह:**
श्रीमती मालती शर्मा:

क्या **प्रधान मंत्री** यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि अनेक संसद सदस्यों ने रेल मंत्री को पत्र लिखे हैं, जिनमें उनका ध्यान उन राज्यों की ओर दिलाया गया है जहां सीधी रेल-सेवा की कोई सुविधा नहीं है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या मंत्रालय द्वारा इन सभी संसद सदस्यों के पत्रों का उत्तर दे दिया गया है और क्या उन पत्रों को ध्यान में रखते हुए सीधी रेल-सेवा प्रदान करने के लिए कोई प्रबंध किया गया है;

(घ) क्या यह भी सच है कि मंत्रालय ने दिल्ली कोटद्वार मार्ग पर सीधी रेल-सेवा की मंजूरी दे दी है; और

(ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो उसके क्या कारण हैं?

रेल मंत्रालय में राज्य मंत्री (श्री सुरेश कलमाड़ी): (क) से (ग) देश में विभिन्न मार्गों पर गाड़ी सेवाएं चलाने के लिए संगठन के विभिन्न स्तरों पर अनुरोध प्राप्त होते हैं। इनकी जांच की जाती है और इन पर व्यवहारिक तथा औचित्यपूर्ण कार्रवाई की जाती है। बहरहाल, इन अनुरोधों से संबंधित आंकड़े नहीं रखे जाते हैं।

(घ) और (ङ) इस समय दिल्ली और कोटद्वार के बीच 4041/4042 मसूरी एक्सप्रेस तथा 1 के एन/8 के एन पैसेंजर में नजीबाबाद पर डिब्बा हटाने/लगाने की सुविधा सहित 5 थ्री सवारी डिब्बे (1) पहला एवं दूसरा दर्जा, 2 शयनयान तथा 2 साधारण सवारी डिब्बे उपलब्ध हैं।

परिचालनिक कठिनाइयों तथा संसाधनों की तंगी के कारण दिल्ली और कोटद्वार के बीच पूरी गाड़ी चलाने का फिलहाल कोई प्रस्ताव नहीं है।

Generation of Wind Power

363. SHRI MOOLCHAND MEENA: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the country is likely to surpass the 8th Plan target in generation of wind power;

(b) if so, the details thereof indicating the targeted generation and ancticipated generation;

(c) the incentives being given by Government to companies engaged in wind generation so as to contribute to a great extent in over-coming chronic power shortage; and

(d) what is the cost of generation of wind energy per unit?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES: (PROF. P.J. KUREIN): (a) and (b) Yes, Sir. The Eighth Plan target of 500 MW for wind power generation has already been surpassed. The total installed capacity now stands at 565 MW, and is likely to touch 750 MW by the end of the Plan period, at the current rate of installation.

(c)The Central incentives include a five-year tax holiday, 100 per cent accelerated depreciation, concessional/exemption from customs duty and excise duty. In addition, several State Governments/State Electricity Boards allow wheeling, banking, buy-back of electricity generated from these projects. Third-party sale and sales tax incentives are also available in a few States.

(d) The average cost of wind power generation is generally in the range of